

GTA West Transportation Corridor Route Planning, Preliminary Design and EA Study – Stage 2

Community Engagement Webinar

July 28, 2021

Agenda

- Welcome and introductions.
- Overview of the GTA West Study.
- Preferred Route and 2020 Focused Analysis Area (FAA).
- Preliminary Design activities.
- Summary of Community Value Plan Meeting #3.
- Next steps.
- Question and answer period.
- Meeting close.

Housekeeping

- You can control the features you see (video, speaker view or full screen view, etc.).
- All attendees' web cameras and microphones will be turned off.
- To ask a question or provide a comment, please use the Q&A box.
- This event is being recorded.
- Questions submitted through the Q&A box tonight may be addressed later in the Q&A portion of this meeting and all questions asked in the Q&A box pertaining to the GTA West will be documented and responded to after the Webinar.

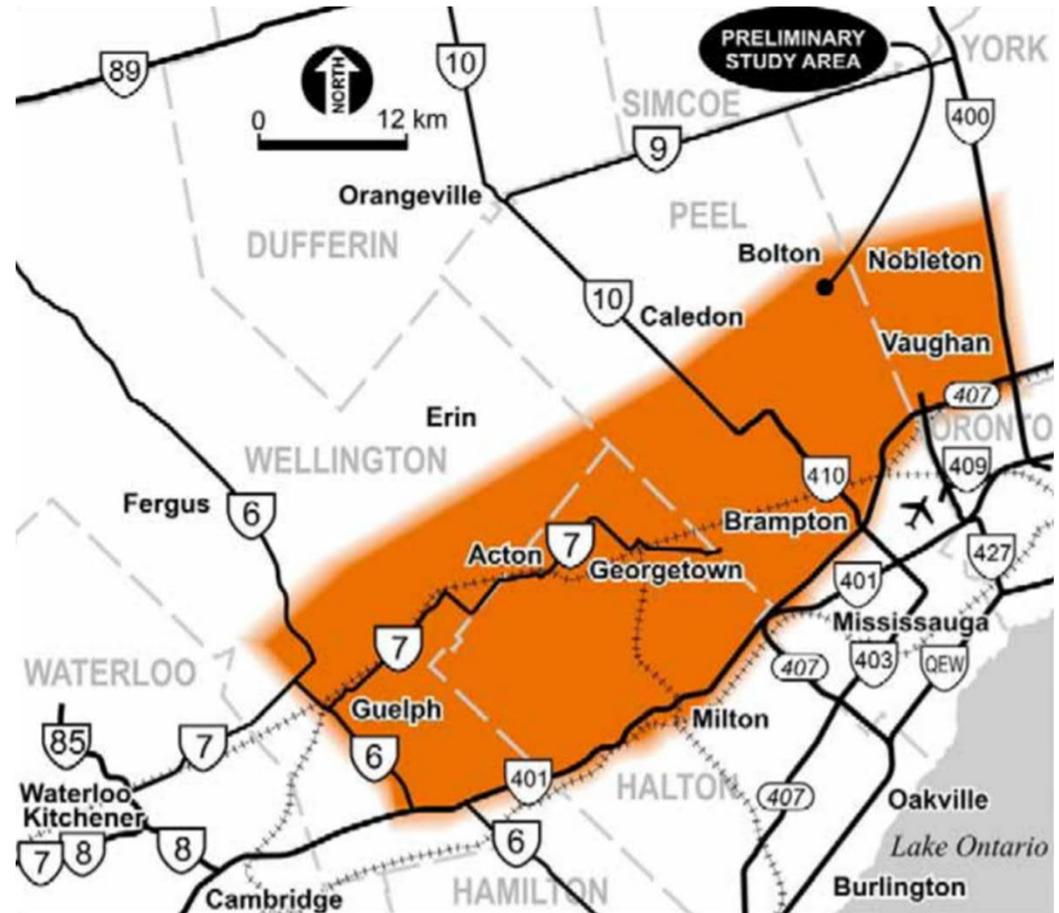
Polling Questions

Introductory Questions

- 1) Have you considered the 407ETR as an alternative to a new highway? You should build truck priority lanes, subsidize tolls or buy back the 407ETR to encourage use.
- 2) Is the GTA West corridor needed if more people will be working from home in the future?
- 3) Has any construction started related to the GTA West corridor? If not, when will it start?

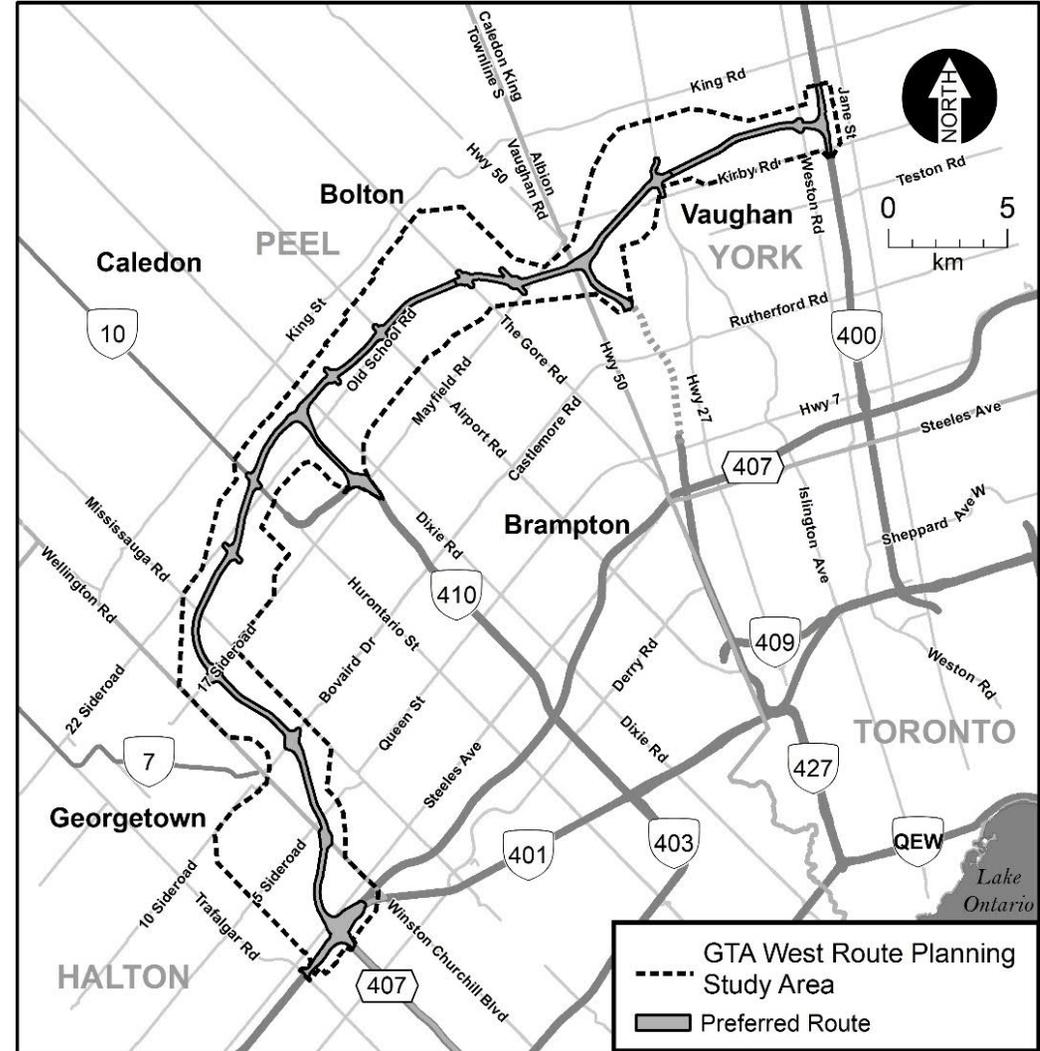
Study Overview

- Stage 1 (2008 – 2012) focused on long-term transportation problems and opportunities:
 - Optimizing the existing transportation and transit network and significantly investing in transit would not be enough.
 - GTA West Highway and Transit corridor is still required.



Study Overview

- Stage 2 focuses on a new highway and transit corridor:
 - Extending from Highway 401/407 ETR interchange areas in the west to Highway 400 in the east.
 - Includes a 400-series highway and transit corridor, potential goods movement priority features, and other potential features like electric vehicle charging stations at carpool lots.



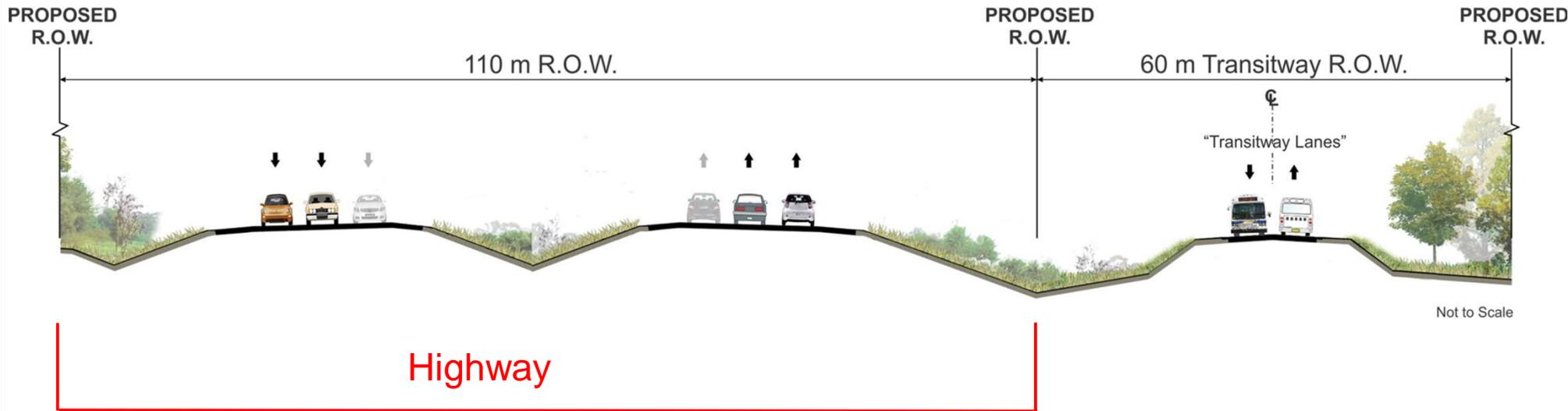
Federal Impact Assessment (IA)

- On May 3, 2021, the Federal Minister of Environment and Climate Change determined the GTA West Study warrants designation under the Impact Assessment Act (IAA).
 - The project team is working with the Impact Assessment Agency of Canada (the Agency) to identify the next steps.
- A designation of the GTA West project for a Federal IA does not replace the provincial Environmental Assessment (EA) process underway.
 - We will continue with our planned public and Indigenous community consultations and engagements.

Polling Questions

Planning *With Vision,* Planning *For People*

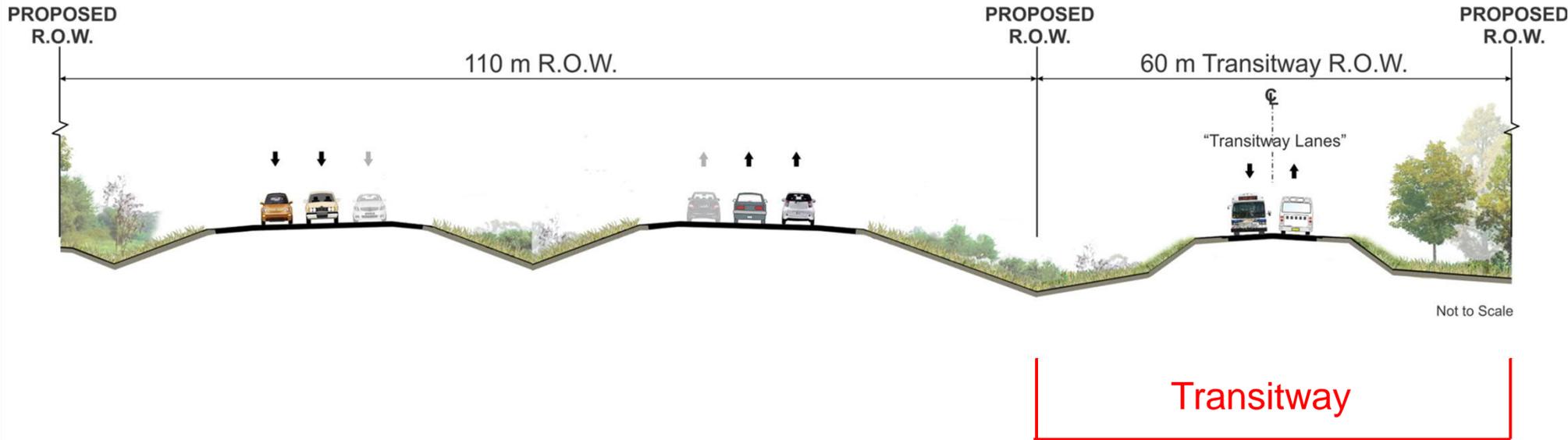
- The need for the GTA West Study remains and is strengthened by the GGH population and employment growth forecasts, reflecting more people and jobs by 2041 and beyond. By 2051, the population of the GGH is expected to grow to almost 15 million people, who will represent approximately 7 million jobs.
- Congestion already costs the GTA \$11 billion per year in lost productivity. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed.
- We are committed to an open and transparent process that provides opportunities for Indigenous communities, the public and all stakeholders to help shape the outcome of the project.
- We are striving to arrive at a solution that provides the best balance of benefits and impacts for the local communities and users of the transportation system.
 - To accomplish this, we are committed to engaging and consulting Indigenous communities, the public and stakeholders in open two-way communication that leads to meaningful discussions, proactive information exchange and a constructive working relationship.



New Highway Corridor

- The corridor will initially be designed as a 4- to 6-lane highway with a separate adjacent transit corridor.
- The total proposed right-of-way (ROW) will be 170m, of which the highway will be 110m.

Polling Question



New Transit Corridor

- The transit corridor will be 60m of the total ROW, run parallel to the GTA West highway and will:
 - Allow buses (and potentially in the future, light rail vehicles) to operate on express schedules.
 - Include stations at strategic locations and provide transit connections with buses onto major arterial roadways, Highway 401, 407ETR, Highway 410, Highway 427, and Highway 400.

Potential Goods Movement Priority Features



Truck Only Lanes

freightwaves.com



Intelligent Transportation Systems Features (variable message signs, real time traveler information)



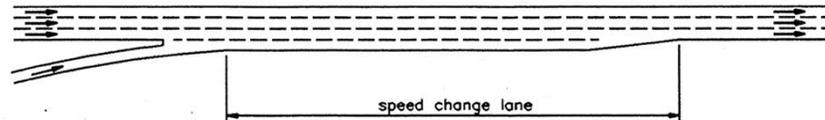
Truck Parking Facilities

hornlogistic.com



Enhanced Design to Accommodate Long Combination Vehicles

semanticscholar.org



Longer Speed Change Lanes



Enforcement Features (weight and inspection stations)

bristoltruckrentals.com

Future-Ready

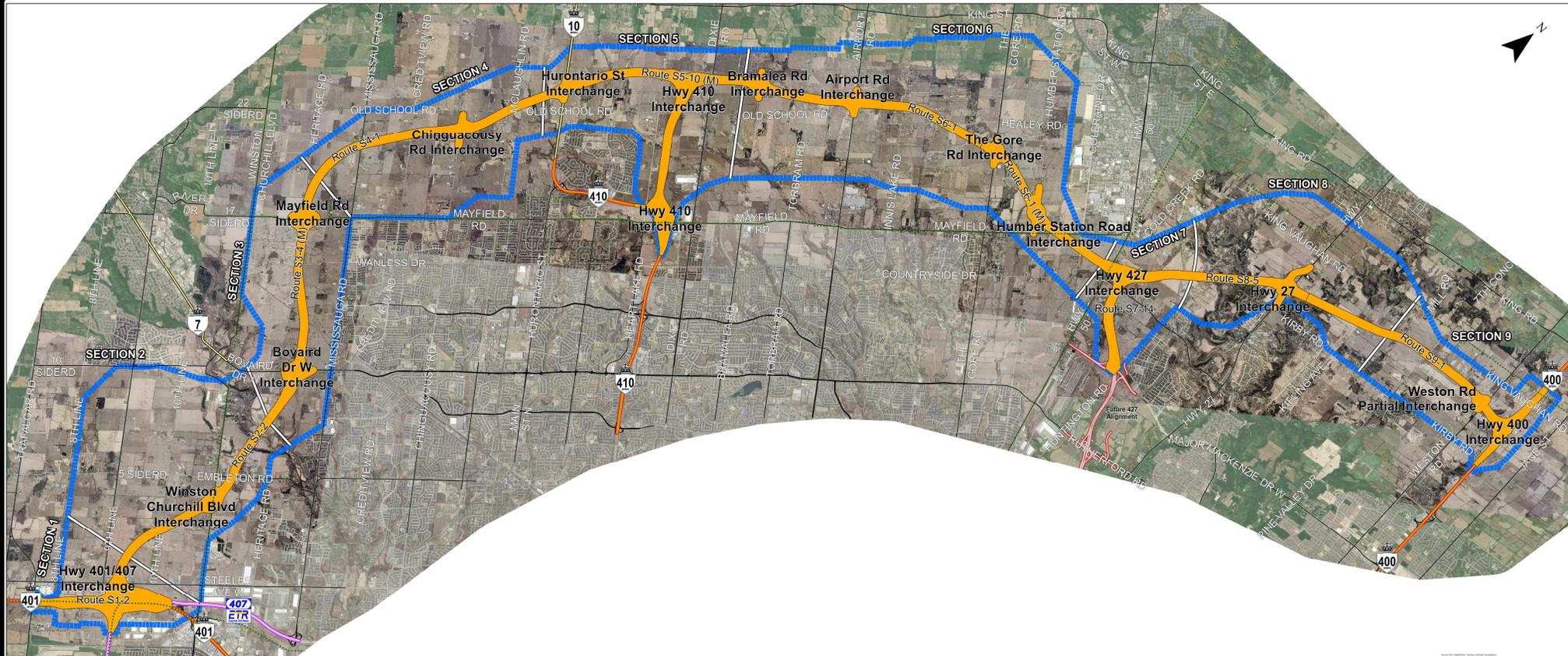
- Ontario is a leader in the connected and automated/autonomous vehicle technology space.
- The GTA West highway and transit corridor is future-ready by supporting infrastructure for a connected corridor:
 - Vehicle to Infrastructure (V2I) shares information in two directions.
 - Provisions for Road Side Units (RSUs) that provide the connectivity and sharing of the Basic Safety Message.
- Movement of goods through truck platooning being considered.



- Road Condition
- Signal timing
- Traffic conditions
- Lane closures/detours

CAV Readiness Plan, March 2020

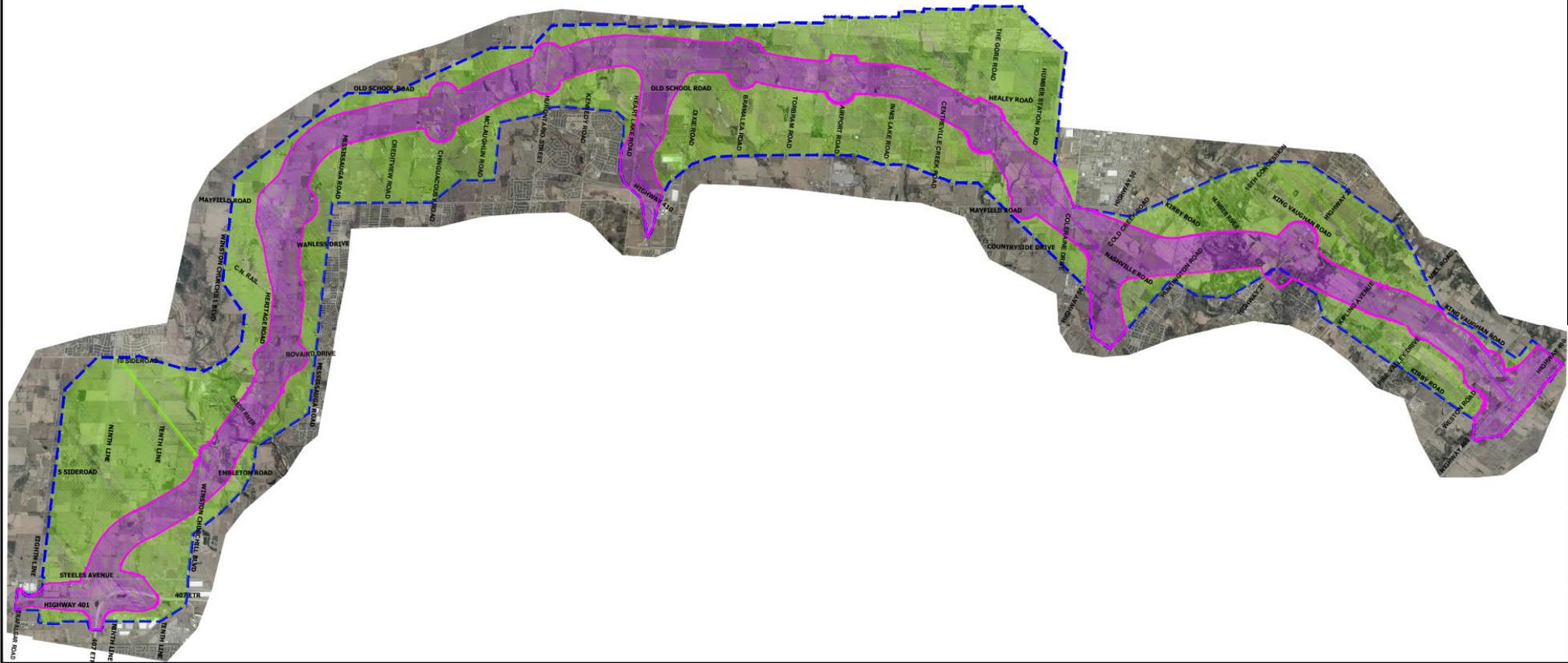
Preferred Route



 Route Planning Study Area

 Preferred Route and Interchange Locations

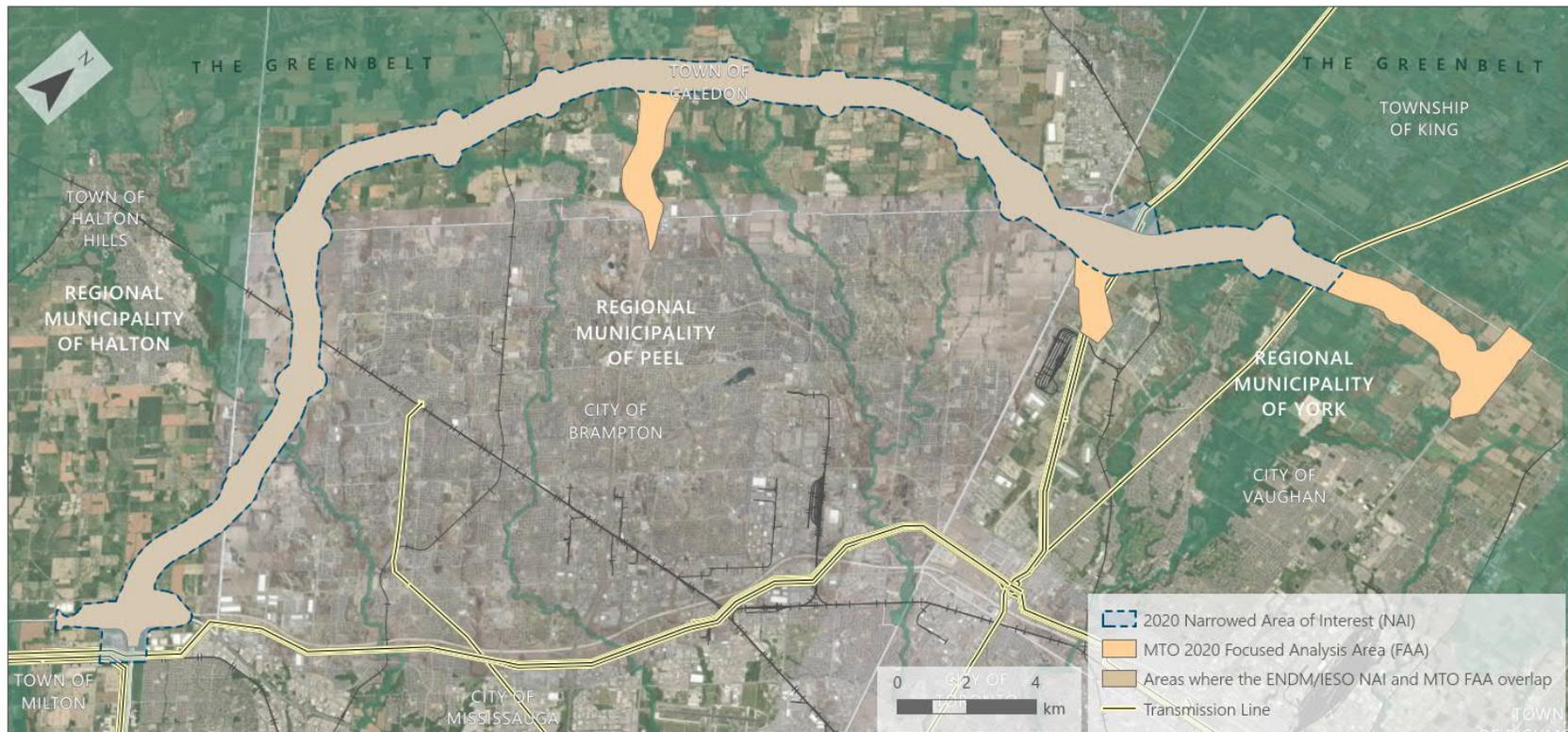
2020 Focused Analysis Area (FAA)



- **Purple Area** is the 2020 FAA. Properties located in this area could be directly impacted by the multimodal transportation corridor, ancillary uses, or if refinements are made to the route during preliminary design.
- MTO has reduced interest in properties in the **Green Areas**.

Northwest GTA Transmission Corridor Identification Study

- In June 2019, the Ministry of Energy and the Independent Electricity System Operator initiated a study to identify an electricity transmission corridor adjacent to the GTA West highway and transit corridor.
 - This study is separate from the Ministry of Transportation's GTA West Highway and Transit Corridor Study.
 - The two project teams are coordinating but are following different processes with different timelines.
 - Contact NWGTATransmissionCorridor@ontario.ca for information on the electricity transmission corridor study.



Ontario Ministry of Energy, Northern Development and Mines. 2020

Polling Questions

Field Investigations

- Field investigations will inventory the natural, social, cultural and other infrastructure features in the study area.
- Permission to enter properties have been received from some owners to allow access to lands in order to obtain valuable field information that is helping to develop the preliminary design of the Preferred Route.

Discipline	Type of Field Investigation
Natural Environment	Fisheries (2020 & 2021), Wildlife (2020 & 2021), Wetlands (2020 & 2021), Vegetation (2020 & 2021)
Socio-Economic Environment	Land Use (2021), Agriculture (2021), Potentially Contaminated Sites (2021)
Cultural Environment	Archaeology (2021 & 2022), Built Heritage (2020 & 2021), Cultural Heritage Landscapes (2020 & 2021)
Engineering	Fluvial Geomorphology (2020 & 2021), Drainage (2021), Structural (2021), Foundations (2021), Pavement (2022), Electrical (2022), Erosion and Sediment Control (2021)

ENGINEERING INVESTIGATIONS

Preliminary design includes seamless coordination of technical, environmental and consultation disciplines, which work in parallel on various aspects of the Preferred Plan. When there is a modification or refinement in one discipline, there is often a need to make corresponding adjustments in other disciplines.

Advance traffic management systems (ATMS)

- Investigate and design feasible ATMS options (e.g. closed-circuit TV cameras, variable message signs, traffic data collection, etc.)

Foundations

- Drill boreholes to collect information about strength and other physical properties of underlying soils and rocks
- Prepare recommendations for foundations of bridges and culverts

Pavement

- Drill boreholes and pavement cores to collect information about subsurface conditions
- Provide pavement composition/thickness recommendations

Bridges

- Evaluate alternatives and develop designs considering aesthetics, navigational requirements, elimination/mitigation of in-water work, construction staging and sequencing, utility relocation, etc.

Highway and transitway

- Develop 3D model to confirm:
 - Roadway alignments and cross-sections
 - Grading and property requirements
 - Utility impacts
- Integration with regional and local roads, transit services, and active transportation plans
- Constructability and construction staging requirements

Traffic

- Modelling to understand traffic queues and delays
- Prepare preliminary traffic management plan

Electrical

- Evaluate illumination warrants
- Perform lighting calculations
- Evaluate lighting alternatives
- Prepare layouts for electrical equipment (lighting and traffic signals)

Value engineering study

- Arrange for an independent review of the Preferred Plan
- Results will confirm approaches or recommend innovative solutions that increase benefits and reduce costs without compromising the functional and value objectives of the study

Risk assessment study

- Analyze project risks throughout the life cycle of the project
- Identify and track appropriate steps to eliminate or reduce risks to acceptable levels

Drainage and hydrology

- Analysis and design to:
 - Ensure adequate drainage of the corridor
 - Ensure appropriate sizing of watercourse bridges/culverts
 - Confirm the type of erosion protection and stormwater management required

* The highway and transit corridor right-of-way is preliminary (alignment to be confirmed) .

ENVIRONMENTAL STUDIES

We are currently completing studies to establish baseline conditions, complete impact assessments and develop measures to avoid, minimize or mitigate potential effects in the following areas:

Landscape composition

- Examine existing landscape conditions
- Identify mitigation and enhancement treatments for significant vegetation, viewsheds, topography and landform

Contaminated property and waste management

- Identify, investigate and assess any properties/sites with high potential for potential environmental concern

Surface water and fluvial geomorphological

- Review existing conditions
- Identify measures to mitigate future erosion risk
- Identify stormwater management and watercourse impacts and mitigation

Groundwater

- Characterize hydrogeological conditions
- Identify potential groundwater impacts and mitigation

Built heritage and cultural heritage landscapes

- Map resources to identify areas and individual sites of particular significance and sensitivity

Noise

- Identify noise sensitive areas
- Conduct noise modelling analysis to determine impacts
- Determine need and type of noise mitigation

Air quality and greenhouse gas emissions

- Follow MTO's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects, as it relates to assessing and mitigating impact to air quality

Snow drift

- Calculate the amount of snow available to drift towards the highway using numerical modelling tools
- Identify potentially problematic areas for snow drifting onto the infrastructure
- Recommend mitigation for each potentially problematic area

Land use factors including agriculture

- Update land use information using field reviews, aerial photography, mapping and municipal information
- Undertake Agricultural Impact Assessment, or equivalent study
- Provide recommendations that minimize impact on agriculture and existing/proposed land uses

Archaeology

- Identify archaeological resources through background review and field studies
- Recommend mitigation measures or requirement of Stage 3 assessment as necessary

Terrestrial ecosystem

- Assess wildlife habitat, wetlands, and designated areas
- Complete plant inventories and conduct species at risk screening
- Inventory Greenbelt designated lands
- Consider measures to avoid, minimize or mitigate potential effects (including using the Greenbelt Guideline)

Fish and fish habitat

- Conduct aquatic habitat surveys
- Conduct species at risk screening
- Consider measures to avoid, minimize or mitigate potential effects

* The highway and transit corridor right-of-way is preliminary (alignment to be confirmed) .

Study Process – Consultation & Engagement

- Public Information Centres (3 rounds).
- Community Workshops (4 rounds).
 - 2 rounds focused on Community Value Plans.
- Ongoing consultation and engagement with Indigenous communities.
- Stakeholder advisory groups, municipal working groups, meetings with landowners, and Council presentations.
- Website, e-mail, toll-free telephone line, Twitter, Ontario Government Notices, and brochures.
- **Additional public meetings – like tonight’s Community Engagement Webinar.**



WEBSITE



www.gta-west.com

EMAIL



project_team@gta-west.com

TOLL-FREE



1-877-522-6916

TWITTER



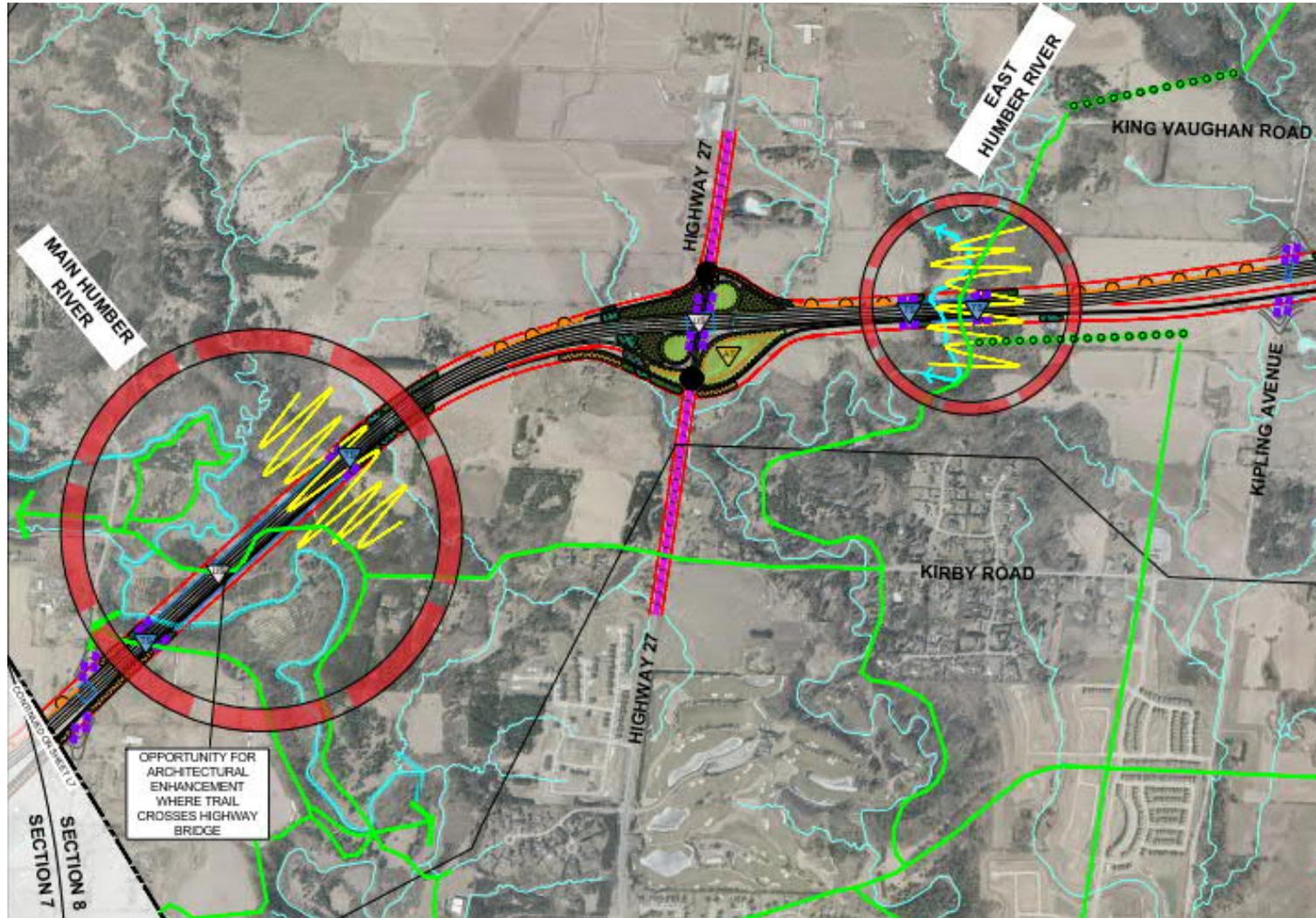
@GTAWestStudy

Summary of Community Value Plan (CVP) Meeting #3 - May 2021

- The CVP is a collaborative process that includes participation from residents, landowners, businesses and other interested stakeholders from the community.
- The result will be design recommendations that enhance the highway and transit corridor's treatment of landscape, cultural, social, historical and/or environmental elements of value to the community.
- CVP Meeting #3 held in May 2021 further explored how to incorporate public input into the design:
 - Aesthetics, landscaping, trails and wildlife crossings, artistic elements at gateways and bridges, buffering/protection of heritage sites, and others!



Straw Model Designs Illustrating the CVP Toolkit



- LEGEND:**
- PRELIMINARY HIGHWAY AND TRANSIT CORRIDOR RIGHT-OF-WAY (ALIGNMENT TO BE CONFIRMED)
 - ENHANCED LANDSCAPE PLANTING - LOW GROW
 - ENHANCED LANDSCAPE PLANTING - DRAINAGE CHANNEL
 - REFORESTATION PLANTING
 - RURAL BUFFER PLANTING
 - WETLAND PLANTING
 - RIPARIAN PLANTING
 - STORMWATER MANAGEMENT LANDSCAPE PLANTING
 - VALLEY RESTORATION / NODE OF INTEREST
 - REGIONAL GATEWAY
 - COMMUNITY GATEWAY
 - GRADING REQUIRED
 - WINDSCREEN
 - WILDLIFE CROSSING
 - DENSE VISUAL VEGETATION SCREEN
 - BANK STABILIZATION
 - PROPOSED MUNICIPAL ROAD REALIGNMENT
 - PROPOSED MUNICIPAL TRAIL
 - EXISTING MUNICIPAL TRAIL
 - UNDER STRUCTURE TREATMENTS (VISIBLE DRIVING UNDER BRIDGE)
 - TOP OF STRUCTURE TREATMENTS (VISIBLE DRIVING OVER BRIDGE)
 - ANTICIPATED TRANSIT STATION ARCHITECTURAL TREATMENT *TRANSIT STATION LOCATIONS TO BE CONFIRMED
 - LOCAL TOURISM
 - LOCAL HERITAGE

* CVP Toolkit is preliminary and subject to change

Feedback From Community Value Plan Meeting #3

- Active transportation:
 - Pleased that transit stations will include active transportation features (e.g. bicycle parking) and trail connections.
 - Satisfied that the project team is working with conservation authorities and considering connections to their trails.
- Buffering treatments:
 - Interest in buffering mitigation at St. Stephen's Hornby Anglican Church and St. Elias The Prophet Ukrainian Church.
 - Interest in aesthetic treatments to buffer St. Elias Church property, which has heritage designation under the Heritage Act.
 - Looking for measures to minimize impacts to the Valleywood community (e.g. noise, air quality, EMS access).
- Agriculture:
 - Continued interest in measures to move large agricultural equipment (e.g. appropriately sized underpasses to avoid out-of-way travel to move between fields).
- Highway design:
 - Interest in OnRoute plazas and truck inspection stations along the corridor.
 - Continued interest in roundabouts at intersections with municipal roads.

Next Steps

Summer – Fall/Winter 2021	<p>Second Community Engagement Webinar after the summer break.</p> <p>Further develop the draft Community Value Plan and preliminary design of the Preferred Route.</p> <p>Work with the Impact Assessment Agency of Canada to clarify next steps in the Impact Assessment process.</p>
TBD 2021	<p>Continue to meet with Indigenous Communities, Advisory Groups and Regional Municipal Councils.</p> <p>Public Information Centre is expected in late 2021.</p>

*** Schedule is subject to change**

Question & Answer Period

Polling Question

Thank you for attending

We want to hear from you!



CALL US

1-877-522-6916



EMAIL US

project_team@gta-west.com